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20 September 1951

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2. On 6 July, there was flying by 10 jet aircraft at Wittstock airfield. About 4 or 5 planes were in the air at the same time. (2) Take-offs and landing were continually practiced. The same flying activities were made by eight jet planes on 10 July. On 11 July, a twin-engine plane landed at the field at 8 p.m. and took off at 11 p.m. Local flights were made by three jet aircraft between 11 a.m. and 1 p.m. on 17 July.

3. Flying was practiced by 11 jet planes on 18, 19 and 20 July. Of the 11 planes, 5 were continually in the air, 3 were parked on the eastern end of the taxiway, and 3 in front of the hangars. The red numbers 20, 36, and 46 and the black number 24 were seen on four planes. Between 9 and 11 p.m. on 23 July, there was flying by jet aircraft at the field.

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5. The three radar sets, located on Rackstaedter Berg, 100 meters west of the garages and 30 meters south of the NKVD building respectively, were still in their previous locations. (4) The radar set previously situated on Rackstaedter Berg was no longer observed there between 18 and 28 July.

6. The DF station near "ichenfelde was observed there up to 28 July. (5) Two rubber cables led from this station to the radar set 100 meters west of the garages. Two single-core telephone cables led from the DF station to the Red Mill quarters. From the radar set, four pairs of two rubber telephone cables each led to the airfield administration building near the landing field and two telephone cables to the former headquarters building. A wooden mast 3 meters high was located near the dug-in radio truck between the former commander's building and the temporary buildings along the road leading from the guardhouse to the hospital. Another wooden mast

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about 5 meters high was about 8 meters from the 3-meter mast. A wire, which led into the radio truck, connected the two masts.

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